

## INFORMATION REPORT

CD NO

ILLEGIB

COUNTRY

Railroad Information

25X1

TRED

NO. OF ENCLS

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REPORT NO

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1. According to a count made on 24 September 1953, the following numbers of freight cars are available in East Germany:

Operational cars 103,970  
(7,210)

Non-operational cars 32,058  
(138)

Including damaged cars 15,040  
(11)

special-purpose cars 11,205  
(115)

of which for SCC 612

reserve cars 5,813  
(12)

Total 136,028 cars  
(7,348) 1

Note: The figures in parentheses refer to the number of foreign-owned cars included in the total.

The official bulletin of the Ministry of Railroads of 1 October 1953 indicated that effective 20 September 1953, the Boetzow-Nieder Neuendorf railroad line has been closed.

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Railroad District	Date in September				
	19/20	21	22	23	24
BERLIN	8.6	8.1	7.3	7.1	7.0
GREIFSWALD	10.7	9.9	9.0	8.3	7.8
SCHWERIN	9.9	9.6	9.0	9.7	9.7
MAGDEBURG	4.6	5.0	4.8	5.0	4.8
HALLE	5.4	5.0	4.7	4.2	3.9
ERFURT	4.5	4.5	4.1	3.5	3.0
DRESDEN	6.7	6.0	5.7	5.5	5.8
COTTBUS	3.3	3.4	3.2	3.2	3.3
	6.2	6.0	5.6	5.3	5.2

Railroad District	Date in September					1 October
	25	26/27	28	29	30	
BERLIN	6.4	6.1	6.1	6.2	6.1	5.7
GREIFSWALD	7.1	5.8	5.1	4.6	3.8	3.8
SCHWERIN	9.1	8.7	8.5	8.0	7.2	6.3
MAGDEBURG	4.6	5.7	4.2	4.2	4.0	3.8
HALLE	3.6	3.2	3.9	4.0	3.7	3.6
ERFURT	2.9	2.8	3.4	3.9	4.3	4.7
DRESDEN	5.8	5.9	6.0	5.9	5.9	5.9
COTTBUS	3.5	3.4	3.5	3.4	3.5	3.8
	4.9	4.7	4.8	4.9	4.8	4.7 3

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4. [ ] the 25X1 number of freight cars available for coal imports from Poland was insufficient. The regional railroad headquarters were cautioned to fulfill their quotas. Priority was to be given to shipments in the following order: Reparations goods, empty gondola cars to be dispatched to Poland for coal shipments, export deliveries, foodstuffs and animals, traffic to and from ports, scrap, potatoes, seeds and plants, fertilizers, and other goods.<sup>4</sup>

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1. [ ] Comment. On 10 August 1953, a total of 126,170 freight cars was recorded. Fluctuations in the total number of cars mainly result from the fact that cars operating outside East Germany on the day of count are not recorded.

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2. [ ] Comment. In late 1952, the Boetzow-Nieder Neuendorf-Spandau railroad line was cut by the construction of the Paretz-Nieder Neuendorf Canal and was subsequently operated in two sections. The shorter northern section has now been put out of operation.

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3. [ ] Comment. These data continue information transmitted previously. See [ ] The coal situation deteriorated in connection with the conversion of locomotives to hard coal firing because: No sizable coal stocks had been accumulated; sufficient imports were not forthcoming; hard coal could not be substituted by brown coal briquettes, as this coal had been earmarked for industrial and domestic use. See also [ ] 25X1A

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4.  Comment. This information is indicative of the difficult situation of the railroads during fall traffic, when gondola cars are primarily needed for the transportation of potatoes and beets and are not available in sufficient numbers for the shipment of hard coal. It is noteworthy that reparations deliveries still have first priority.

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